



# Meeting Notes

## Downtown Focus Group Meeting

**10:30 a.m. – Thursday, July 2, 2009**

APS Conference Room, 101 West Cherry Ave, Flagstaff, AZ

1. Welcome and Introductions

In attendance:

Ralph Boyer, Citizen  
Garrick Brooks, Bankers Real Estate  
Kathi Clark, Cool Country Realty  
Roger Eastman, City of Flagstaff  
Karl Eberhard, City of Flagstaff  
Maury Herman, Coast & Mountain Properties  
Ed Larsen, City of Flagstaff  
Phil Scandura, Historic Route 66 Association of AZ  
Aude Stang, Architectural Design  
Mary Jo Tsitouris, City of Flagstaff

2. Recap Focus Group purpose

The Focus Group will be outcome focused with a strong emphasis on general issues rather than getting into the details of technical code review. A primary goal will be to ensure that the new Code implements the Regional Plan.

Mr. Eberhard gave an update on the Rio de Flag and noted that the primary goal is to have storm water control through the city and enable elimination of the north and south end flood zones. The project will consist of major underground routing through the Southside, but the existing channel will stay in place for local drainage. The Butler end of the project is now under construction and it's intended that the project will move to the north as funding becomes available. The US Senate has authorized \$54 million, but no money has been allocated this year and it is very difficult to speculate on the timing. It is suggested that the complete "build out" of the project is assumed when rewriting the Code.

3. Discussion regarding Downtown issues associated with the rewrite of the Land Development Code

### Character and relationship between Southside and Downtown.

It was noted that in an effort to strengthen the relationship, refer to South Downtown and North Downtown.

Need to determine what makes people walk back and forth and what draws people. The group would like to see the "walkability" expanded. Improved linkage and connectivity will allow for easier ways to cross Route 66 and the railroad. Improved relations between South Downtown and North Downtown would also improve marketing.

The group would like a simpler description for change of use in the zoning code – e.g. book store to restaurant without an impact on parking

The group identified South Downtown as more Bohemian compared to North Downtown and feels it's important to keep the distinct character of each. The new Code should bundle North Downtown and South Downtown, as well as other areas, and not describe them in separate chapters.

The group expressed a need for a gathering place in South Downtown where events could be held (similar to Heritage Square). South Downtown is perceived as having too much of a morning and a night character. There is a need for more daytime activity in South Downtown. It was suggested that there be a mixed zoning use to allow for an expanded business mix. Additional ideas include a Native American crafts market and a Farmers Market.

The group reiterated the need to maintain the character in South Downtown, but expand on economic opportunities.

### Parking in Downtown

Needs to be seen as a whole area and not by individual store. Currently parking is very use specific and it should be addressed based on mixed use. The parking standards need to be revisited based on actual use rather than historical standards.

The consultants should coordinate the future Form-based Code with the Downtown Management Plan and Parking Study.

There are two parking garages planned for North Downtown and another in South Downtown. Properties neighboring parking garages will be provided parking relief. Also provide parking relief and fewer restrictions on allowed uses within the Downtown area. The parking garages need to fit within the character of the area which they are located (liners preferred). Consultants also need to look at the in-lieu of fee (#12) recommendation and recommendation #11 (increased height, etc).

Use the parking generation study as a tool to prove the need for different parking counts (applies not only in downtown – also the rest of the city).

Big box store – need for flexibility in parking standards so that you can accommodate adaptive reuse.

#### Pedestrian friendly Downtown

Allow mid-block crossings at alley crossings where appropriate. Block lengths are short enough and this need not be applied everywhere. Use different materials to define mid-block crossings.

Create an alley network and allow business to front alleys, (must also address signage). It may be difficult to create new businesses on alleys, but we should support existing businesses on alleys. Make alleys user friendly and attractive. East-west alleys are a major conduit. North-south alleys may be better for pedestrian use and connectivity.

Since there is no space on the street for bicycles (design speed issue), they ride on the sidewalks. Make Downtown more bicycle friendly – slower speed for traffic and provide for bicycle racks. Bicycle storage is an issue now – accommodate lockers in the new garages. Bicycle parking is also an issue since the sidewalks are too narrow. Needs bicycle rack standards from Martin Ince.

4. Next meeting Thursday, July 16, 2009, at 10:30 am.
5. Adjournment: 12:00 p.m.